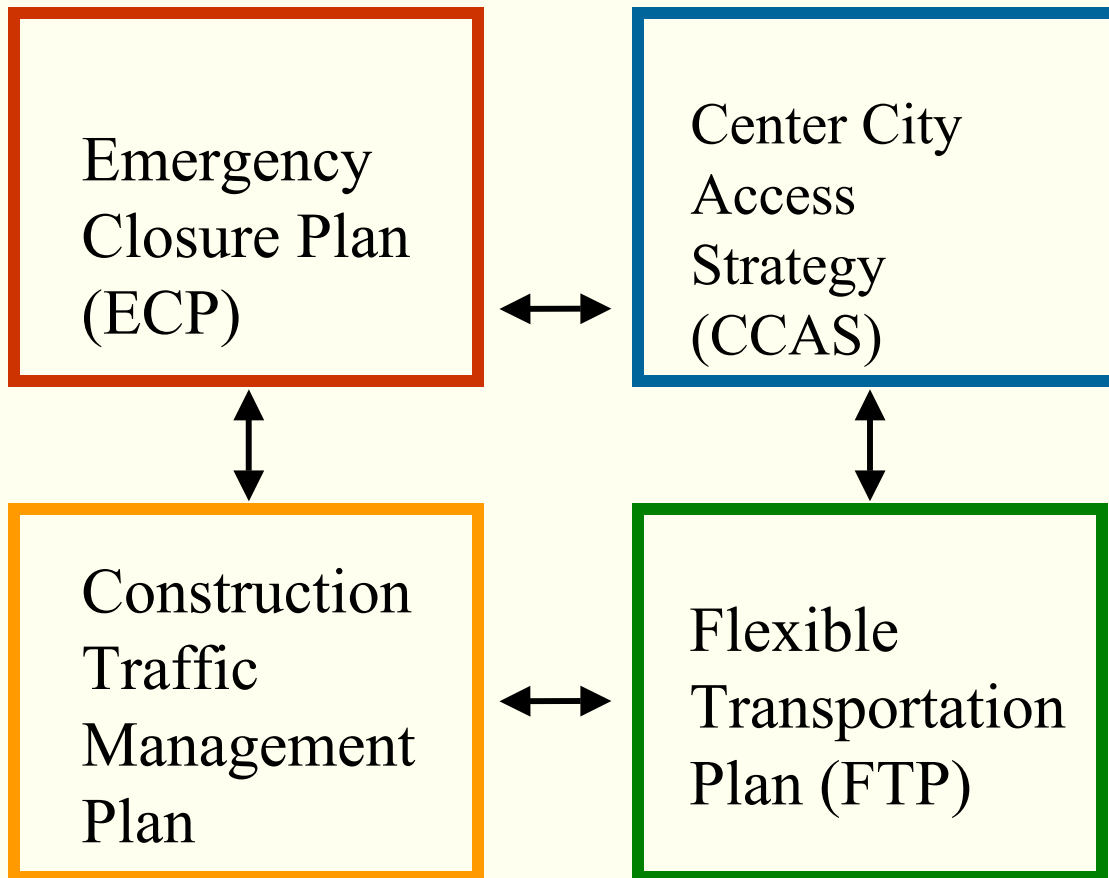


Alaskan Way Viaduct Emergency Closure Plan



Seattle City Council
Transportation Committee
February 28, 2005

Alaskan Way Viaduct Safety and Transition Plan



- ❑ Council approved January 2005
- ❑ Four elements are closely connected
- ❑ Further work on CCAS and FTP will feed ECP and Construction Plan

Earthquakes Are Unpredictable And Dangerous

- A large earthquake could affect the entire region
 - Buildings and other structures severely damaged
 - Severe damage to freeways, bridges, the viaduct and seawall
 - Water and sewer line breaks
 - Widespread power outages
 - Loss of life and substantial injuries



Kobe, Japan - 1995

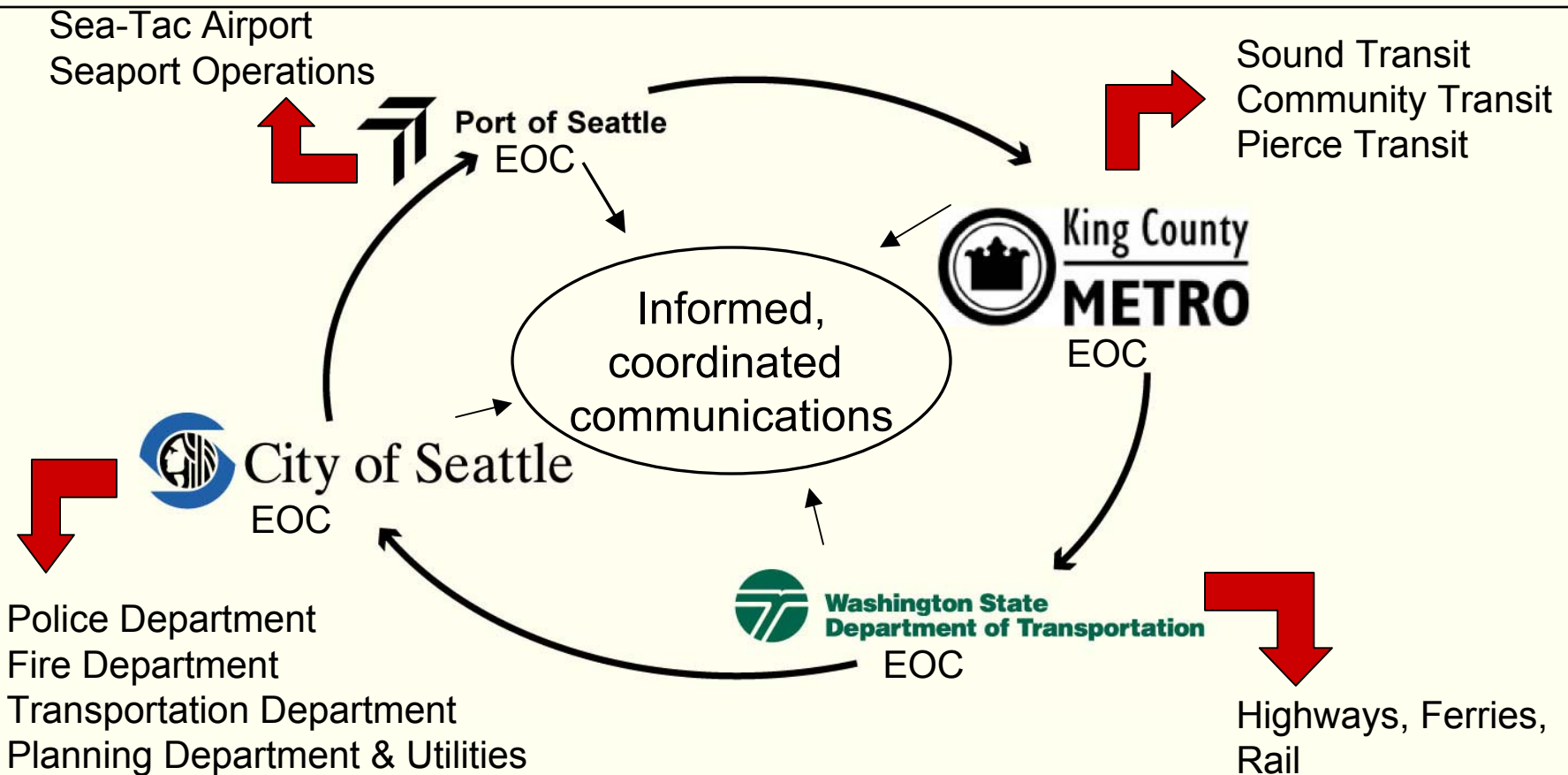
Emergency Response is First Priority

- First Priorities
 - Life safety
 - Restore critical services
 - Get transportation system functioning
- The traffic management response will be swift, flexible, dependent on the situation



Communication and Interagency Cooperation

Key to Successful Emergency Response



The Plan: Three Potential Scenarios



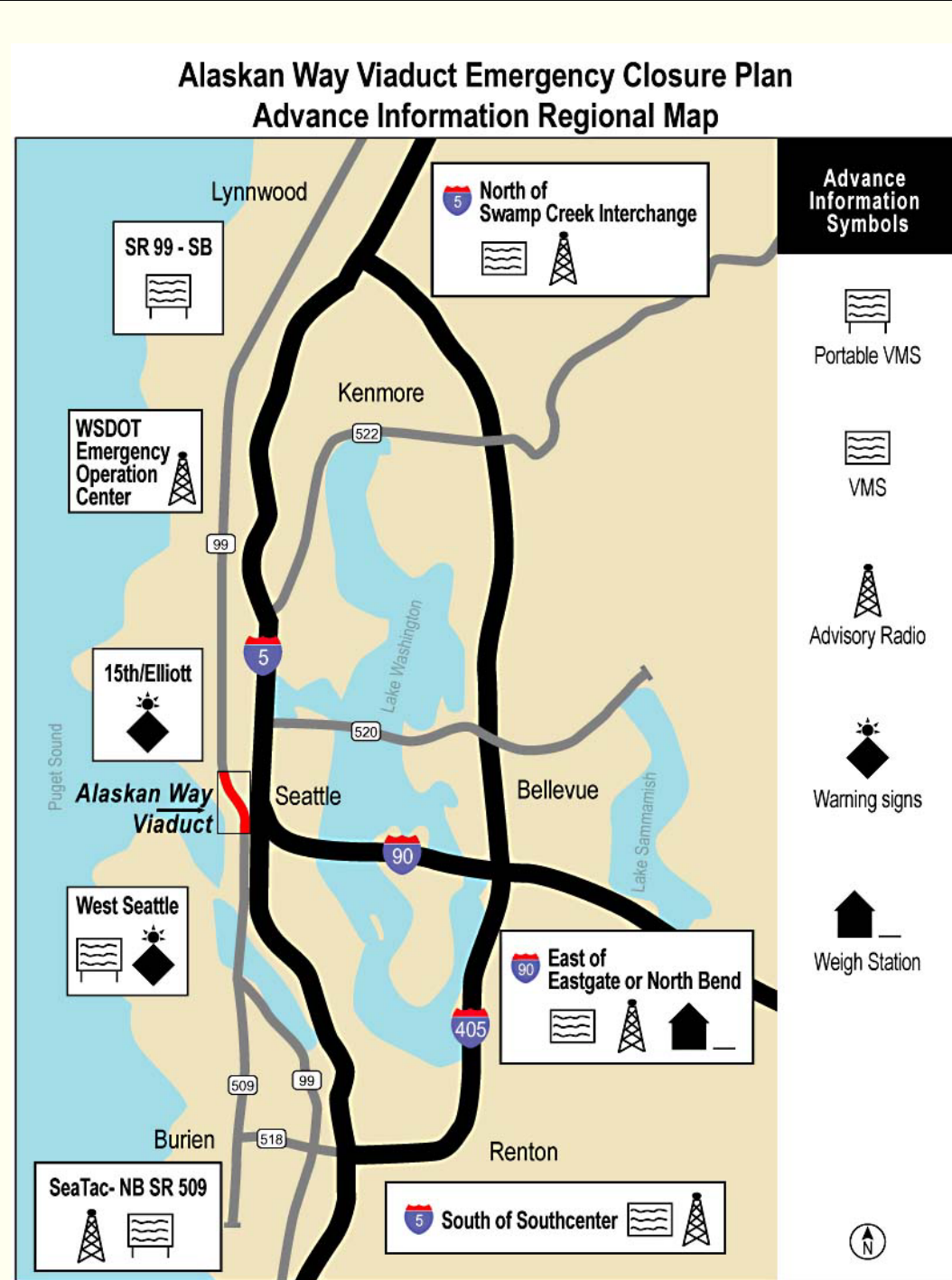
- Immediately after earthquake viaduct and Alaskan Way closed for inspection
- After inspection – 3 scenarios
 - 1) Both the Alaskan Way Viaduct and Alaskan Way are closed to all traffic.
 - 2) The Alaskan Way Viaduct is closed to all traffic, but Alaskan Way along the waterfront remains open.
 - 3) The Alaskan Way Viaduct is damaged, but usable and Alaskan Way is open to traffic. Weight restrictions prevent transit and freight from using the viaduct.

**Emergency
response
will occur at
State,
Regional and
Local levels**



State and Regional Response: Divert Trips

- Use all available tools and methods
 - Media – Radio, TV
 - Variable message signs
 - Public advisory system
 - Highway advisory radio
 - Hotlines, Dial 511 System
 - Internet



SDOT Response: Divert Trips Away From SR 99

- Variety of tools
 - Media - radio
 - Portable variable message signs
 - Detour signs
 - Flashing beacons
- Use all routes
 - East-west corridors
 - North-south corridors



Emergency Response After An Earthquake

- **First 2 hours**
 - Close Alaskan Way Viaduct and Alaskan Way; activate emergency operations center; set up initial detours; priority on emergency response; assign officers to key intersections; divert trips from downtown; identify critical structure damage; ferries diverted
- **First 2 days**
 - Emergency detours in place; decision on long-term closure of viaduct; restrict parking; retiming of signals underway; coordinate for emergency transit service; prioritized access for transit, restrict office freight to night deliveries; ferries rerouted
- **First 2 weeks**
 - Signals retimed on key corridors and work underway to reconfigure intersections; long-term parking restrictions in place; encourage carpools, flexible work hours; temporary long-term ferry routes established

Within First 2 Hours



- Activate emergency operations centers
- Close Alaskan Way Viaduct and Alaskan Way and other damaged roads and structures
- Prioritize access for fire, police, and ambulances
- Control traffic at key intersections
- Divert trips away from Seattle
- Direct traffic out of downtown Seattle
- Divert ferries
- Coordinate with local, regional, state agencies on response and recovery

Within The First 2 Days – Assuming AWW Closure



- Implement pre-determined long-term detours
- Redirect vehicle and ferry trips away from SR 99
- Limit access to/from downtown – may consider limiting to drivers with four to a vehicle
- Prioritize freight access to Port, Interbay, Duwamish
- Coordinate added transit service
- Remove on-street parking
- Repair damaged signals & modify timing
- Restrict non-emergency construction
- Restrict office freight to night deliveries
- Coordinate with local, regional, state agencies on response, recovery

Begin Within 2 Weeks



- Re-time signals for long-term detours
- Re-assess on-street parking
- Re-stripe key intersections for dual-turn lanes if necessary
- Coordinate with transit agencies to reconfigure transit service (including ferries)
- Work with parking lot owners to prioritize carpool parking
- Restrict non-emergency construction-related lane closures

Since the 2001 Nisqually Earthquake, We Have Prepared

- WSDOT and SDOT began work on the Emergency Closure Plan
- Bridge inspectors and emergency staff trained
- 24 bridges in Seattle have been seismically retrofitted and 27 areaway segments filled
- Efforts to replace the at-risk viaduct and seawall continue



Work in Progress

- Implement traffic management tools
 - Add emergency response plans for downtown traffic signals
 - Additional variable message signs – West Seattle, North Seattle, South Seattle
 - Additional traffic cameras and an enhanced Intelligent Transportation System
 - Conduct advisory radio study
 - Implement GIS emergency detour planning tool
- Continue to implement programs that add transit service, encourage ridesharing, flexible work hours

Our Next Steps

- Collaborate with stakeholders to enhance the Emergency Closure Plan
 - Washington State Department of Transportation
 - Washington State Ferries
 - US Coast Guard
 - Port of Seattle
 - Transit agencies
 - Freight community
 - Downtown businesses
 - Neighborhood Councils/Associations
 - Special event managers

Our Next Steps

- Report back to City Council in Summer 2005 with update on Emergency Closure Plan – with feedback from on-going work:
 - Center City Access Strategy
 - Flexible Transportation Plan
 - AWW Construction Traffic Plans